MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE CITY TELEPHONE NUMBER OFFICE HOURS Tallahassee, FL (850) 942-8833 8:00 AM-5:00 PM (Mon.-Fri.) BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS STATION FREQ. BROADCAST TIMES SPECIAL WARNING nn Haven, North Bay PIER 98 MARINA PANAMA CITY MARINA TREASURE ISLAND MARINA Vest Bay Creek, West Bay 7:00 AM Noon & 6:00 PM On receipt BAY POINT MARINA NOTE: Tides at these locations are chiefly diurnal. **GULF OF MEXICO** ST. ANDREWS MARINA Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov. THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.

THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.

THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS. (Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz 5:00 & 11:00 PM (Ch 28) 162.0 MHz St. Petersburg, FL NMA-21 2670 kHz 9:20 AM & 10:20 PM 157.1 MHz 8:00 AM & 6:00 PM 8:00 AM & 6:00 PM * Preceded by announcement on 2182 kHz and 156.8 MHz Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF. This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282. Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the Low swampy area outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical Cut over wooded area Cut over wooded area Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject NOAA WEATHER RADIO BROADCASTS The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be Swampy area as much as 100 nautical miles for stations at high elevations. Panama City, FL KGG-67 162.55 MHz Tallahassee, FL KIH-24 162.40 MHz Eastpoint, FL WWF-86 162.50 MHz SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as: submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have pipelines and cables may exist, and when ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) anchoring, dragging, or trawling.

Covered wells may be marked by lighted or Aids to Navigation (lights are white unless otherwise indicated): AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N nun Rot rotating
B black Iso isophase OBSC obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VQ very quick
F fixed MICRO TR microwave tower
FI flashing Mkr marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow Mo morse code R TR radio tower unlighted buoys. HURRICANES AND TROPICAL STORMS Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to R Bn radiobeacon Y yellow navigation may have been damaged or destroyed. Buoys may _ Blds boulders Co coral gy gray Oys oysters so soft bk broken G gravel h hard Rk rock Sh shells Cy clay Grs grass M mud S sand sy sticky have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered AUTH authorized Obstn obstruction PD position doubtful Subm submerged ED existence doubtful PA position approximate Rep reported SAFETY HINTS Small craft should stay clear of large com-1. Keep your chart up to date by applying all Notice Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard 21. Wreck, rock, obstruction, or shool swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus:

———— craft have the right-of-way. All craft should avoid areas where the skin 2. Read carefully all notes printed on you chart, each is vital to your safety afloat. 3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.

 4. The compass on your chart shows the variation from divers flag, a red square with a diagonal white stripe, is displayed. FACILITIES true north, however you must also correct your bearing for the deviation of your boat.

5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation. Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial with respect to the chart.

6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings. WARNINGS CONCERNING LARGE VESSELS The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually broadcasting stations are subject to error and should be used with caution. transit at speeds in excess of 12 knots, requiring a great ⊙(Accurate location) o(Approximate location) distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows. SCALE 1:40,000 SCALE 1:40,000 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60 To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots CAUTION BASCULE BRIDGE CLEARANCES For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted PANAMA CITY HARBOR CHANNEL DEPTHS PLANE COORDINATE GRID TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2015 (based on NAD 1927) Florida State Grid, north zone, is indicated by dashed ticks at 10,000 foot intervals thus: -+-LEFT MIDDLE RIGHT
OUTSIDE HALF OF OUTSIDE
QUARTER CHANNEL QUARTER

DATE OF SURVEY

WIDTH LENGTH

MILLY

(FEET) (MILES)

(FEET) The last three digits are omitted. Heights in feet above Mean High Water. 35.5 36.0 35.1 5-15 450-300 1.5 38-36 AUTHORITIES Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological TE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION POLLUTION REPORTS C | T Y The controlling depth was 10 feet for a mid-width of Report all spills of oil and hazardous sub-SUPPLEMENTAL INFORMATION to 30°09'21.5"N/85°38'33.7"W, thence 7½ feet to Watson 1-800-424-8802 (toll free), or to the nearest U.S Consult U.S. Coast Pilot 5 for important Bayou Bridge. Shoaling exist at the north end of channel Coast Guard facility if telephone communication is impossible (33 CFR 153). supplemental information. This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners published after the dates shown in the lower left hand corner are available at The prudent mariner will not rely solely of any single aid to navigation, particularly of CAUTION MISSILE TEST AREA 334.720 and U.S. Coast Pilot for details. (see note A) ₇₂ The horizontal reference datum of this chart INTRACOASTAL WATERWAY is North American Datum of 1983 (NAD 83), which Project Depths 12 feet Carrabelle, FL to Brownsville, TX to the World Geodetic System 1984 (WGS 84). The controlling depths are published period American Datum of 1927 must be corrected an average of 0.727" northward and 0.253" eastward Distances to agree with this chart. The Waterway is indicated by a magenta line. CAUTION Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Temporary changes or defects in aids to navigation are not indicated on this chart. See Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Improved channels shown by broken lines are subject to shoaling, particularly at the edges. Courses are TRUE and must be CORRECTED for any variation and compass deviation. CAUTION INTRACOASTAL WATERWAY AIDS Small craft operators are warned to beware The U.S. Aids to Navigation System is de of severe water turbulence caused by large vessels traversing narrow waterways. Consult U.S. Coast Guard Light List for supplemental information concerning aids to 20 | FI G 4s 17ft 4M "43" * information, but simply identifies aids to nav gation as marking the Intracoastal Waterway RADAR REFLECTORS Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart. PA St. Andrew Bay east entra channel is constantly shifting CAUTION
75 MISSILE TEST AREA 334.720 NOTE A (see note A)..... MINERAL DEVELOPMENT STRUCTURES SAFETY FAIRWAY 166.200 (see note A) Obstruction lights and sound (fog) signals are required for fixed mineral development 2 10 FI G 2.5s 17ft 3M "35" Ra Ref M 7+-(less than 62 ft rep 1977) (63 ft rep 1980) ് ല്ല CONTINUED ON CHART 11389 Last Correction: 10/9/2015. Cleared through: LNM: 4015 (10/6/2015), NM: 4015 (10/3/2015) This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand

FLORIDA

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PUBLIC BOATING INSTRUCTION PROGRAMS The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777 USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

MERCATOR PROJECTION, SCALE 1:40,000 AT 30°12' SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER North American Datum of 1983 (World Geodetic System 1984) Additional information can be obtained at nauticalcharts.noaa.gov.